

**Department of Transportation
Project No. 61-152
Rehabilitation of Bridge No. 00783
Hamden**

**Tuesday, April 19, 2016 at 7:00 PM
Council Chambers in Memorial Town Hall
2372 Whitney Avenue
Hamden, Connecticut**

Meeting Minutes

In Attendance:

Rabih M. Barakat	ConnDOT – Bridge Design
Andrew J. Cardinali	ConnDOT – CE Bridge Design
Dobieslaw A. Kania	ConnDOT – CE Bridge Design
Donald P. Wurst	CME Associates
Tracey A. Brais	CME Associates
Public and Individual Stakeholders	

Presentation:

Ms. Kania opened the meeting with a brief introduction of the Department of Transportation (Department) and the Consultant Liaison Engineer, CME Associates (CME) personnel. She then stated the role of the Department and the role of CME as liaison engineers and continued with an introduction of the subject project and its goals. Ms. Kania stated that the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns that the public or town officials may have.

Ms. Brais followed with the technical portion of the presentation for Bridge No. 00783. She explained the bridge's current deficiencies, proposed rehabilitation measures, proposed maintenance and protection of traffic, funds, project schedule, and utility and environmental considerations.

Comments and Questions:

1. Both driveways of the car dealership at the northeast corner are used by tractor trailer trucks that deliver vehicles. If possible, the owner would like both driveways to be available throughout construction. Will the western driveway (closest to the bridge) be blocked or impacted during construction?
 - o The current layout on the Stage 3 traffic control plan, based on standard maintenance and protection of traffic patterns, shows that a tapered temporary concrete barrier would be used to protect the work zone and would block the western driveway. Due to high speeds measured on Skiff Street, a taper length as shown on the proposed traffic control plan is desirable to safely protect motorists and the work zone. Further investigation will be done to see if impacts to the driveways can be reduced.
2. To the west of the bridge and at the intersection with Whitney Avenue, Skiff Street has two westbound and two eastbound lanes. Traffic is very heavy on Skiff Street, especially

in the afternoon and continuation of the second eastbound lane for the full length of Skiff Street would help with traffic flow. If money is being spent to replace the deck on this bridge and replace the bridge carrying Skiff Street over Mill River, why isn't a widening of Bridge No. 00783 being considered as part of the rehabilitation project?

- We are not aware of any plans to add a second eastbound lane for the length of Skiff Street. We met with town representatives approximately two months ago and there was no mention of adding another eastbound lane. During this meeting, the Skiff Street over Mill River bridge replacement project was discussed and, in its final condition, the new bridge will be striped to accommodate the current, 3-lane configuration. Skiff Street is a local road, not a State road, and therefore, we suggest contacting town officials to discuss a widening of Skiff Street.
3. There is concern that having this project and the Skiff Street over Mill River project occurring at the same time will cause even more traffic jams, especially when the buses for the ACES school line up in the afternoon along the south curb line. There are typically 12-18 buses parked in the shoulder in the afternoons. Also, the addition of a Dunkin' Donuts near the Skiff Street over Mill River bridge has been proposed and the business could be heavily impacted by traffic control configurations proposed for both projects.
- Postponing the subject bridge rehabilitation project until 2019 (after the Mill River bridge project is done) will only prolong construction and traffic impacts on Skiff Street. We considered using accelerated construction methods and detouring traffic; however, due to the high traffic volumes and public's negative response to the closure of Skiff Street when the Farmington Canal trail tunnel was installed, we thought that stage construction and maintaining one lane in each direction would impact the traveling public less. As we proceed with the design phase, we will continue coordination with the managers of the adjacent project to design a traffic control configuration that will minimize the impact to commuters on Skiff Street.
4. The traffic signal at the cross walk near the Farmington Canal trail tunnel appears to have no purpose now that the tunnel is in place. Can it be removed?
- The traffic signal and cross walk are Town owned features, and this question should be directed to the Town.
5. The proposed sidewalk construction that would provide connectivity along both sides of Skiff Street is appreciated. The ACES students frequently take walks along Skiff Street and the addition of sidewalks on the bridge will provide a safer crossing.

Adjournment:

The recommended plans provide a design for correcting the structural deficiencies of the existing bridge while minimizing the need for future maintenance. Accordingly, the Department intends to seek design approval for the proposed plan. The Department will continue to keep the Town informed of any changes that may occur as the design is being completed and will notify the Town as the project transitions into the construction phase.

The meeting was adjourned at 8:00 PM.